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MAYWOOD.

Organized under Special Act of the Legislature of Illinois,
Approved April 6, 1869.

BUSINESS OFFICE:

No. 15 Methodist Church Block,

Corner of Clark and Washington Streets,

CHICAGO.

MAYWOOD.

Organized under Special Act of the Legislature of Illinois.

Directors.

W. T NICHOLS.
R. B. BARNEY.
A. S. EATON.
H. O. GIFFORD.
A. M. MOOR.
P. S. PEAKE.
J. P. WILLARD.

President.

W. T. NICHOLS.

Treasurer.

P. S. PEAKE.

Secretary.

J. P. WILLARD.

CHICAGO:
REPUBLICAN JOB PRINTING CO., 93 WASHINGTON ST.
1869.

AN ACT

TO INCORPORATE THE MAYWOOD COMPANY.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That W. T. Nichols, R. B. Barney, A. S. Eaton, H. O. Gifford, A. M. Moor, P. S. Peake and J. P. Willard, their associates, successors and assigns, are hereby constituted a body politic and corporate, by the name of the Maywood Company, for the purpose of purchasing land in the township of Proviso, in Cook County, Illinois, and improving the same, as a suburban village, by shade trees, parks, drainage, and buildings of all classes, for educational, religious, residence, manufacturing, mercantile and other purposes, and by that name may sue and be sued, may have a common seal, and the same alter at pleasure; may purchase, hold, lease, mortgage, alienate, sell and convey real and personal estate, and generally have and exercise all the rights and privileges of corporations, for the purpose of improving, benefiting, beautifying and developing the said village of Maywood.

SEC. 2. The capital stock of said company shall not be less than one hundred thousand dollars nor more than five hundred thousand dollars, and divided into shares of one thousand dollars each, transferable as the by-laws shall direct, and each share shall entitle the owner thereof to one vote in all stockholders' meetings, either in person or by attorney.

SEC. 3. The officers of the company shall be a President, Secretary and Treasurer, seven Directors, and such other agents as the by-laws shall prescribe. The Directors shall be chosen annually by the stockholders, at their annual meeting, to be holden at the office of the company, in Chicago, on the first Thursday in January of each year, and the corporators named in section one shall be the Directors till others are chosen at the annual meeting in 1870. The Directors shall appoint the President and Treasurer from their own number.

SEC. 4. Said company shall not contract any debts till at least ten thousand dollars shall have been paid upon its capital stock, no part of which shall be withdrawn, and shall not have power at any time to contract debts to a greater amount than one-half its capital, and for any excess beyond that amount the stockholders shall be personally liable.

SEC. 5. All lands purchased shall be conveyed to the Maywood Company, and all conveyances by the company shall be signed, executed and acknowledged by the President of the company in his official capacity.

SEC. 6. The by-laws of the company shall be adopted, altered or amended by the stockholders at their annual meeting, but the Directors herein named may adopt a code of by-laws for the management of the company, which shall be in force until others are adopted at the annual meeting of the stockholders.

SEC. 7. This act may be altered, amended or repealed as the public good shall require, and shall take effect from its passage.

F. CORWIN,
Speaker of the House of Representatives.

J. DOUGHERTY,
Speaker of the Senate.

Approved April 6th, 1869.

JOHN M. PALMER,
Governor.

UNITED STATES OF AMERICA, } ss. *Office of Secretary.*
State of Illinois. }

I, Edward Rummel, Secretary of State of Illinois, do hereby certify that the foregoing is a true copy of an act to incorporate the Maywood Company, approved April 6th, 1869, now on file in this office. In witness whereof I hereto set my hand and affix the great seal of State, at the city of Springfield, this 6th day of April, A. D. 1869.

{ L. S. }

EDWARD RUMMEL,
Secretary of State.

BY-LAWS.

SECTION 1. The capital stock shall be one hundred thousand dollars, divided into one hundred shares of one thousand dollars each share; and each share shall entitle the owner thereof to one vote in all stockholders' meetings, in person or by attorney, and said shares shall be transferable on the books of the company upon the surrender of the certificates therefor, duly assigned.

SEC. 2. The capital stock may be increased to any amount not exceeding five hundred thousand dollars, as provided by the act of incorporation, upon the vote of the stockholders representing four-fifths of the capital stock.

SEC. 3. The officers shall be a President, Secretary, Treasurer and seven Directors, as provided in the act of incorporation, who shall have the management of the affairs of the company, and the members present at the regular meetings of the board shall be deemed a quorum for the transaction of business.

SEC. 4. The duties of the President, Secretary and Treasurer shall be the same as as those of similar officers in similar corporations.

SEC. 5. All bills against the company shall be audited by the Board of Directors, and no payments shall be made except upon written vouchers, in which dates and items shall be specified, and all contracts shall be approved by the President.

SEC. 6. The seal of the company shall be a circular seal, with the following words thereon: "Maywood Company, Chicago, Ill., Corporate seal."

SEC. 7. The office of the company shall be at Chicago, Ill.

SEC. 8. The Directors of the company shall have power to call a stockholders' meeting, by giving each stockholder notice thereof, at least ten days prior thereto, by depositing notices in the post office, addressed to each stockholder at his residence, as appears of record on the books of the company.

OFFICE OF THE MAYWOOD COMPANY,
No. 15 Meth. Church Block, Chicago, April 13, 1869.

I hereby certify that the above and foregoing is a true copy of the by-laws of this company.

J. P. WILLARD,
Secretary.

MAYWOOD

Is situated on the west bank of the Desplaines river, on both sides of the Galena division of the Chicago and Northwestern Railway. It is high, dry land, twenty-seven feet above the river; every acre available for building purposes, with a drainage equal to the best lake shore property.

HALF AN HOUR FROM THE CITY.

It is in Cook county, five and one-half miles from the city limits of Chicago, and just ten miles from the Galena depot on Wells street to the centre of the plat. It can be reached in an hour by carriage on Lake street, which extends through it, and in less than half an hour by rail, thus bringing it, in point of time, nearer the business center of the city than the city limits by horse cars. It is upon a double track railroad, and more than thirty trains pass it each way daily—being upon the direct East and West line, over which the great through business between the Atlantic and Pacific will pass, upon the completion of the Pacific Railroad, now so nearly done. It is confessedly one of the most desirable points for building within easy access of the business of Chicago.

DEPOT ON THE PROPERTY.

The Chicago and Northwestern Railway Company have entered into a written agreement to build a depot upon the land and have put in side-tracks, to facilitate getting freight to Maywood, and begun building the depot, which will soon be completed,

thus parties will be assured that the means of reaching the point and returning regularly and rapidly are certain. Parties interested in the enterprise will begin building operations on it early this spring, and it is confidently hoped that not less than thirty residences will be erected upon the property, during the year 1869, by the company and its stockholders.

SURROUNDINGS.

On the east bank are the thriving villages of Harlem and Thatcher, containing a population of nearly two thousand, and having good schools, churches and elegant residences. On the same side as Harlem, and south of it, is a great natural park, opposite a portion of the tract in question, and still further south, on the same side, is Riverside—all within view and but short distances away.

SCENERY.

The river affords fine facilities for boating, bathing and fishing and, in the winter months, fine skating and sleighing. It is skirted for miles with a timber growth, and groves in the distance, together with the graceful curves of timber along the river bank, give this tract a sheltered location and picturesque aspect.

AMOUNT OF LAND.

The plat contains something over four hundred and fifty acres, lying along the river, a parallelogram in form, except about thirty acres, but not upon the river at any point, as a street passes along its east front and the railway passes through it less than half a mile from its north side.

STREETS.

This spring the whole tract will be opened up by avenues and streets, sixty-six feet wide, crossing each other at right angles. The

deeds of lots will contain a condition that no buildings shall be erected upon the avenues within seventeen feet of the line, thus making them one hundred feet between buildings. The streets and avenues will have an aggregate length of twenty-four miles. The avenues run north and south, and will be designated by numbers. The streets run east and west, and will be designated by letters; thus producing a system by which any locality in the whole tract can be found from any known starting point.

TREES.

A double row of trees will be planted this spring along all the avenues and streets. It will require from fifteen to twenty thousand trees to accomplish this part of the undertaking, and the varieties will be mainly elm, maple, oak and ash. While it will cost many thousand dollars to plant out this number of trees, yet, when accomplished, a few years will give the whole tract the appearance of a great park, and add greatly to the comfort and health of residents, and also add to the value of the property to a greater degree than any equal expenditure. Twenty thousand trees have been purchased and will be on the ground and set out by the last of May.

DRAINAGE.

The land being twenty-seven feet above the Desplaines river, gives a natural and easy drainage, hardly equalled in its advantages; but its height above the river is not all. The tract is bisected by ravines, about half a mile apart, running from the west to the river. The avenues will cross these ravines at right angles and give a perfect drainage to the whole tract. Cellars can be dug to any reasonable depth, with a certainty that they will be dry, a consideration of no small importance in housekeeping.

SOIL.

The surface soil is a rich alluvial deposit, but is underlaid by a porous gravelly sub-soil, which aids the natural drainage to a great degree and adds to the desirableness of this point for building purposes.

WATER.

The wells of water upon this tract, which have been used for many years, show that no locality surpasses this in the essential element of good water. It is expected, within a reasonable time, to have an artesian well which will furnish pure running water for a large population.

TAXES.

Maywood is located in a township where taxes have been much lighter than in many other townships, and in all probability they will be light in the future, as there seems to be no public necessity calling for heavy expenditures. This consideration should have some influence with parties making investments.

SCHOOLS.

The average intelligence, enterprise and permanent prosperity of any community can safely be inferred from the care and forethought manifested in affording ample means of education. To establish and maintain good schools, and to afford educational advantages of a high order, will be a concern of paramount importance to the originators of this enterprise. A good school house now adjoins the north-west corner of the town plat, but a block centrally located in the town has been set apart for the erection of a commodious and well arranged school building the coming year. It will not be inferior in structure, appointments and convenience to any in this section of the country.

In addition, a project is now on foot, which will take some time to mature and develop, to found and establish an institution of learning, with a competent corps of professors, and facilities for boarding and accommodating a large number of students. It is not expected that this can be accomplished at once, but the primary steps have already been taken, and it is believed that within a few years, at farthest, Maywood will have an institution, permanent in its character, and in which its residents may well take a just pride and interest.

CHURCHES.

Liberal plans have been made to aid and establish such churches as those who may be residents shall desire to have established. Eighty lots have been set apart for that purpose, and the moneys derived from their sale or rental will be divided among the first four societies who erect church buildings. The only condition attached is that the churches shall be on the same street, centrally located, between the north and south portions of the town, and all front to the north. This condition is attached from no motives of caprice, but because it is believed that it will add to the convenience of the societies themselves, and to the development, regularity and beauty of the village.

PUBLIC PARK.

The ravines crossing the tract have already been spoken of. Along the hill sides of the northern one is a fine grove of several acres, which, as it happens to occupy just the natural place for a park, will be improved and ornamented for that purpose. No finer site can be found within a radius of twenty miles around Chicago. The railway on the north, the Desplaines river on the east, and the depot and Maywood hotel will adjoin it on the west. The first avenue bridge will cross the ravine on high trestle work,

so as to give a view to, and connect the park with, the Desplaines. An inland bay will be made by excavating the valley of the ravine to the depth of the river; thus boating and skating parties can start from the center of the park. Whatever art can do to aid in embellishing and ornamenting this natural feature in the landscape will be attempted. Groves, walks, drives, shrubbery, hillside, valley, water, evergreens, arbors, swings, grottoes, observatory and other attractions can be combined to render it a favorite resort for parties and picnics. It will be near the depot and hotel, can be readily reached by the cars, and when the whole design is carried out, no pleasanter spot within thirty minutes of the city can be found.

HOTEL.

This spring the company will commence the erection of a suitable hotel, nearly opposite the depot—which will afford accommodation to parties who visit the property, and if well kept, it is reasonable to suppose that in the summer months, it may be resorted to by families from the city, who desire to avoid the noise, heat and confusion of a great city. Being so near the depot, parties can go back and forth with less time and trouble than it takes to reach points inside of the city limits by horse cars. If sufficient encouragement is given, in due time cottages will be erected near the hotel, so that families can occupy separate houses and take their meals at the hotel; thus having the seclusion and comfort of private families, without the care and trouble of housekeeping. Materials are being collected, the laborers engaged, and it is hoped to have it opened for guests by September 1st.

HOUSES.

The company during the year, will build from ten to twenty houses, with the company's funds, which will be offered for sale

when completed. Stockholders in the company will build several houses for their own use and occupation. It is believed that not less than thirty houses will be erected upon the property during the year by the company and stockholders.

MAYWOOD COMPANY.

The company is composed of parties, mainly, who will build houses and reside at Maywood. They will have a vital interest in pushing forward desirable improvements, such as schools and churches, and in securing the co-operation of active, energetic and respectable people as residents.

The stock is divided into one hundred shares, of one thousand dollars each, and represents the cash which has been, and is to be paid for it. The stock is all taken, and none is upon the market for sale. The company will have the means to carry out their plans. The company is organized under the special act of incorporation, passed by the Legislature of Illinois, and approved April 6, 1869, a copy of which is set forth on the first page, as well as a list of the officers of the company.

MUTUAL COMBINATION.

The advantage which will not fail to suggest itself to thinking men, in reference to this enterprise, is, that each one has an interest in a combined organization, to carry out a purpose, which, as single individuals, they could not hope to accomplish, and in which the success depends upon the capital, energy, and numbers of those who contribute to make it successful.

BUILDING MATERIAL.

Good building stone can be obtained not three miles distant and over good roads, at from four to five dollars per cord.

Lime can be got at the lime kilns at Lyons, but a few miles distant—hence, with stone and lime at hand, and but ten miles freight, from the largest, cheapest, and best lumber market in the world, all the elements of cheapness in building are secured.

WHAT REASON.

The question may be asked, "What reason is there that a village will spring up sufficient to warrant the company in expending so much money, as the foregoing plan contemplates, or sufficient to warrant parties in purchasing lots?" The answer is partly general and partly local. As a general answer, it may be said that suburbs always exist around large cities, and their size and numbers depend upon the size of the cities. As a local answer it may be said that the company base their calculations upon the growth of Maywood upon two undeniable facts: first, it is high and dry land, beautifully situated; and, second, it is much nearer to the business of the city, in point of time, than a point three miles from the court house, by horse cars. There are many considerations which will influence parties to seek suburban homes.

HEALTH OF CHILDREN.

The statistics of all cities, not only in this country but in Europe, demonstrate as conclusively as anything can be demonstrated, that the mortality among children under five years of age is immensely greater than among children in the country. It has been claimed by some, that of children born in large cities, not one in eight lives to be five years old. This statement seems impossible at first thought, but a careful examination of official reports will satisfy any one that the proportion is more nearly correct than would seem possible. Shut up without pure air and sunlight, deprived mainly of freedom in the open air, and breathing an

atmosphere laden with the malaria, always festering and rising from the sewers, slums and cess pools of a great city; it is not strange that it requires the vigor of maturity to live in it. And even for adults the country air and exercise lends strength, animal spirits and longevity.

REPOSE, CHANGE AND EXERCISE.

The suburban home takes a man from the noise, bustle and excitement of business, gives a change of scene, thoughts and associations, and stimulated to exercise by the pure atmosphere and care of his place, he forgets the anxiety and perplexity of business and finds repose, both physical and mental. The adornment of home with flowers, fruits, trees and shrubs, and the gratification of the tastes in rendering all the surroundings beautiful occupy the mind and drive out the "eternal thinking" about wares, ledgers, and annoyances of business. These considerations have been and will be enough to cause those of wealth and refined tastes to seek the beauty, quiet comfort and health of the country; but to another class it appeals from very different motives.

TO OWN A HOME

Is, or should be, the ambition of all. To live in a rented house, subject to the caprice or extortion of another, with no feeling of independence, no attachment for locality, no interest to plant, beautify and ornament, is not only unsatisfactory and unprofitable but is a slavery to circumstances from which every prudent person will escape at the first opportunity. The remark is often made, "I cannot afford to buy a house." A moment's reflection will convince any man that if he has a family to support he cannot afford "not to own his own house." The rent paid, annoyances and losses in time, and the destruction of furniture by moving, would in a few years pay for a better house and vastly better conveni-

ences than a man generally gets by renting. The same is true whether one lives in a high-priced or low-priced rented house.

When a man buys a lot to build a house he has taken the first step toward independence, and if one is to look around, it will be seen that those who are landlords to-day have become such mainly because they purchased real estate a few years ago which has made them rich. It will not avail anything to say, "If I had purchased ten years ago." The fact is, you but do to-day what is obviously for your interest, and in ten years you will occupy the same relative position to those who do not improve the present that your landlord does to you to-day. Rents and lots will grow higher each year. As the city grows one must go further out. Of course there will be some checks and revulsions, but in the main it will be in the future, and it has been in the past, a steady progress. Compare the city of to-day with what it *was* a generation ago, and then estimate what it *is to be* by what *it is* now.

POPULATION OF CHICAGO FROM 1829 TO 1867.

1829	35	1849	23,628
1830	49	1850	28,347
1831	73	1851	35,200
1832	428	1852	39,629
1833	370	1853	58,754
1834	1,720	1854	66,361
1835	3,440	1855	79,440
1836	4,100	1856	87,390
1837	4,349	1857	95,600
1838	4,220	1858	84,584
1839	4,440	1859	93,260
1840	4,370	1860	108,247
1841	5,650	1861	122,740
1842	6,800	1862	139,320
1843	7,950	1863	154,710
1844	8,300	1864	171,356
1845	12,210	1865	177,621
1846	14,756	1866	221,000
1847	16,420	1867	255,000
1848	21,200		

Valuation and Income.

The following is a statement of the valuation of city property and the income from taxes, from 1837 to Oct. 1st, 1868.

Year.	Valuation of Real Estate.	Valuation of Personal Property.	Total Valuation.	Income from Taxes.
1837.....	$ 236,842	.....	$ 236,842	$ 5,905.15
1840.....	94,437	.....	94,437	4,721.85
1843.....	962,221	$ 479,093	1,441,314	8,647.80
1845.....	2,273,171	791,851	3,065,022	11,077.58
1846.....	3,664,425	857,231	4,521,656	15,825.80
1847.....	4,995,446	853,704	5,849,170	18,159.01
1848.....	4.998,266	1,302,174	6,300,440	22,051.54
1849.....	5,181,637	1,495,047	6,676,684	30,045.09
1850.....	5,685,965	1,534,284	7,220,249	25,270.87
1853.....	13,130,677	3.711,154	16,841,831	135,662.68
1855.....	21.637,500	5,355 393	26,992,863	206,209.03
1856.....	25,892,308	5,843,776	31,736,084	396,652.39
1860.....	31,198,135	5,855,377	37,053,512	373,315.29
1862.....	31,587,545	5,552,300	37,139,845	564,038.06
1864.....	37,148,023	11,584,759	48,732,782	974,655.64
1865.....	44,065,499	20,644,678	64,709,077	1,294,183.54
1866.....	66,495,116	19,458,154	85,953,250	1,719,064.00
1868.....	174,490,660	55,756,340	230,247,000	3,223,457.85

Railroads.

It was in April, 1849, that the whistle of the locomotive was first heard on the prairies west of Chicago. The railroad system, of which this city is now the center, embraces over five thousand miles of track. A passenger train reaches or leaves the city every fifteen minutes of the twenty-four hours. Not less than two hundred trains arrive or depart in a day and night. There are sixteen points on the Mississippi river which have railroad communication with Chicago. It is but fifteen years since the city first had railroad connection with the cities on the Atlantic coast; and the traveler now has his choice of three main lines, which branch out to every important intermediate point.

STATEMENT OF CATTLE PACKED IN CHICAGO FROM 1851 TO 1867.

1851	21,900	1860	33,976
1852	25,400	1861	54,629
1853	24,820	1862	60,428
1854	23,987	1863	72,120
1855	27,729	1864	93,724
1856	25,870	1865	99,864
1857	35,400	1866	121,320
1858	44,700	1867	127,210
1859	52,340		

In addition, during the last few years, the cattle received in Chicago from the prairies, and sent east in various ways, have averaged about one thousand per day.

The grain exports are over fifty million bushels yearly.

More than a million of hogs are packed annually in Chicago.

The lumber receipts at this port for 1868, were estimated something over one thousand million feet.

The above figures show something of the growth and prosperity of Chicago.

THE FUTURE.

The same causes that have produced such a city in so short a period, will continue in the future, and property near it, readily accessible, will increase in the same ratio. It will increase in the future more rapidly than in the past. That Chicago is to be the metropolis of the northwest is now a settled question, and capital comes here from all points in the country, to be invested either in commerce or in real estate. New railroads; new farms; new settlers; new manufacturing interests; new enterprises established; new towns everywhere in the great northwest—each add something to the business of Chicago. Within a year the Pacific railroad will

connect the trade of two oceans, and not many years will elapse before this city will be the distributing point to all the country east of the Rocky Mountains, of the teas, spices, silks and nankeens of China and the Indies. Not many years will intervene before the commerce of the gulf will come to the lakes, via railroads from Galveston, through Texas, the Indian Territory and Kansas. The supplies for the iron and copper mines of the Lake Superior region, for the trapper and fur trader of the Hudson Bay Company, for the miner of the Rocky Mountain Range, for the cattle breeder of Colorado and New Mexico, for the farmer and planter of the Texas coast, with the numberless interests between here and these far off points, will go out from this great seat of commerce, and bring back in exchange the varied products of a country as large as Europe itself. Nature and not man have predestined Chicago to be the great inland city of the world.

It may seem chimerical to make the statement, but the boy is already born who will see an ocean ship coming to the lakes through the St. Lawrence, and discharging her cargo at this port, take on board another cargo of the products of this great Mississippi valley and sail direct for Canton, via a ship canal to the Mississippi river, thence westward through the Gulf to the Isthmus of Darien, then through another ship canal to the Pacific Ocean, and the time will come when the telegraph will report to the Board of Trade in this city the price of wheat in Japan, as regularly as it now reports the rates of the Liverpool market.

A WORD TO YOUNG MEN.

If you expect to make this city your place of business, then make your plans for the future. See what the ratio of increase has been in population, in valuation, in trade and commerce in the past, and place yourself in a position to reap some of the benefits of that increase in the future. Look around you. Who are the

rich men to-day? Those who purchased cheap lands near the city a few years ago. They were laughed at then and told that they had sunk their investments. The result has proved who were right in their opinions. The same thing can be done now with more certainty than at the time it was done by those who made fortunate purchases. Not in the same place where they made purchases, it is true, but the map of the city will not always remain as it is. Suppose that the population of Chicago a quarter of a century hence is one million, where will the city limits be then? What will be the value of points now within the reach of any young man of good habits and energy? As the city increases the suburbs will be nearer the city and more valuable. Look around New York for a radius of forty miles. Property within that radius has improved by as rapid a percentage as in the city itself. There are fewer suburban villages around Chicago in proportion to its population and trade than any city in the Union. There has been a natural cause for this in the rapid growth of the city, but the time has come when cheap, comfortable homes must be sought in the suburbs. The ease and rapidity with which Maywood can be reached, its high land and fine scenery, will make it in a few years one of the choicest localities for residences.

RAILWAY TRAINS

Now run so as to accommodate residents in the most ample manner. The trains inward bound, in the morning, give the choice of hours to reach the city, and in the evening the outward trains leave at 4, 5 and 6 o'clock. Intermediate trains during the day, each way afford ample accommodation. Residents can come in on the the half past six evening train to attend theatres or lectures in the city, and return on the eleven o'clock train, and thus, none of the advantages and pleasures of the city need be lost from a residence at Maywood.

FIVE YEARS' TIME.

Thus has it been attempted to show some of the inducements to make investments in Chicago, and in Maywood, a small but integral part in the future of the city.

Time will decide whether the advantages have been overdrawn. The company are prepared to make liberal arrangements with parties who desire to settle and build at Maywood. To those who will build, and improve the property bought within two years, the company will sell, giving five full years' time for payment, without any intermediate payment, either of principal or interest. To such parties, lots will be offered so cheaply, that they can hardly fail to increase largely upon their hands.

Parties desiring simply to invest, without improving the property, will not be able to make satisfactory arrangements with the company, as the policy will be to keep the lots unless they are to be improved. By pursuing this idea, those who do buy and build will be much better protected, than if large amounts of unimproved property were held by outside parties at high figures. To build up a thriving village is the aim of the company, and they believe it possible with the proper efforts. Parties who have already purchased for their own homes, have contracted to erect something over seventy houses, all to be completed by Nov. 1, 1870. Thus, with what the company and original stockholders will build, over a hundred houses are provided for within two years, and it is deemed an auspicious beginning.

MAPS, INFORMATION, &c.

Full information can be obtained at the office of the company, where maps, plans and drawings can be seen. Parties are respectfully invited to call.

W. T. NICHOLS, President,
No. 15 Meth. Church Block, Chicago.

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